

Saint Pauls Overlay District – Intent

The State of North Carolina General Statutes permits municipalities to establish zoning overlay districts. Within the zoning overlay district, additional requirements may be imposed over the underlying general use and special use zoning districts. The City of Newton recognizes, through an extensive community discussion process, that general use and special use zoning districts alone cannot accomplish the goals of the community. It is determined that zoning overlay districts offer the opportunity towards accomplishing the policies of the Saint Pauls Small Area Plan adopted May 9th, 2002.

The zoning overlay districts standards require a basic level of site and structural design. The standards are not intended to limit creativity nor create a community where everything looks the same. The intent is to serve as a tool for design in the context of developing the Saint Pauls Area as an unique place while maintaining its sense of place. Consideration is given to balancing the interests of property owners with the betterment of the community's safety, welfare, well being, and aesthetic character.

Same – Boundaries

The boundaries of the Saint Pauls Overlay District (SPI-7) are as shown on the official zoning atlas and are designated as follows:

Saint Pauls Small Area Plan Overlay District (SPI-7)

Same – Applicability

Persons, partnerships, corporations, and other legal entities wishing to develop property of any size, type, or density within the Saint Pauls Small Area Plan Overlay District (SPI-7) district shall comply with the following standards in addition to the applicable zoning ordinance requirements. More specifically, no building or structure shall be erected or altered for any purpose except in accordance with the requirements herein.

New and Existing single-family, site-built or manufactured homes are exempt from the requirements of the SPI-7 district as long as the property is being used for residential purposes.

Existing non-residential or multifamily uses are exempt from the provision of the SPI-7 district; however, they shall be subject to the requirements of the SPI-7 District as they expand the physical structure of the building or facility to extent practical as determined by the Planning Director.

The SPI-7 district regulations which follow shall apply generally to the development of land through the review process contained herein. Where there are conflicts between the special regulations herein and general zoning, subdivision, or other regulations or requirements, the more restrictive requirement shall apply in SPI-7 districts, unless the Planning Director or his designee or his designee finds, in the particular case, that the provisions herein do not serve public purposes to a degree at least equivalent to such general zoning, subdivision, or other regulations or requirements.

Where actions, designs, or solutions proposed by the applicant are not literally in accord with applicable SPI-7 regulations or general regulations, but the Planning Director or his designee makes a finding in the particular case, that public purposes are satisfied to an equivalent or greater degree, the Planning Director or his designee may make specific modification of the regulations in the particular case.

Except as indicated above, notwithstanding procedures and requirements generally in effect, procedures and requirements set forth herein shall apply in SPI-7 districts, to any amendments creating such districts, and to issuance of all required permits therein.

Same – Uses.

Permitted uses: The uses allowed within the Saint Pauls Small Area Plan Overlay District are those uses that are identified as permitted and permissible special uses in table 5-1 as well as those listed as such in article XIV with the exception of the uses that are specifically identified by this section.

Prohibited uses: The following uses are prohibited in the Saint Pauls Small Area Plan Overlay District:

See table attached.

Same – Site plan required

Any person wishing to develop or redevelop a lot or parcel shall submit a site plan. A separate zoning site plan shall be submitted showing applicable Ordinance requirements. An architectural plan shall also be submitted indicating compliance with the applicable building design and site standards.

Same – Site Standards

The standards and regulations in this section should be adhered to for all development in the SPI-7 District:

(1) General Provisions:

- a. *Plan Compliance.* It shall conform to all long-range plans concerning such issues as thoroughfares, utility extensions and land-use.
- b. *General site design.* In general, the site design shall attempt to reduce cut and fill; protect groundwater resources; avoid unnecessary paved surfaces; provide adequate access and promote visual attractiveness.
- c. *Suitable sites.* The site shall be suitable for development in the manner proposed without hazards to persons or property, on or off the site, free from the probability of flooding, erosion, subsidence or slipping of the soil, or other dangers. Conditions of soil, groundwater level, drainage and topography shall all be appropriate to both the kind and pattern of use intended.
- d. *Unified site planning.* If appropriate to the form of development, lands included in the SPI-7 may be divided by streets, alleys, rights-of-way or easements, but shall be so located, dimensioned and arranged as to permit unified planning and development and to meet all requirements in connection therewith, as well as to provide necessary protection against adverse relationships between uses in the district and uses in surrounding areas.

(2) Preservation. Protecting environmentally sensitive land, open space and historical sites should be given high priority in site design. More specifically the following shall be preserved whenever feasible:

- a. **Wetlands.** Wetlands as defined through field inspection by the U.S. Army Corps of Engineers.

- b. Floodplains. Lands in the floodplain as identified on Federal Emergency Management Agency flood hazard maps.
- c. Historic sites. Sites that are designated by a Federal, State, County, or City Government or agency to be historical in nature and worthy of protection.

Same – Commercial, Office and Institutional Building design standards/site standards

(a) ***Building Size***

Individual buildings shall not exceed 65,000-square feet of foot print.

(b) ***Street line Preservation***

Where a major and minor thoroughfare is planned to be built or widened and initial roadway design and right-of-way locations have been completed, all building setbacks shall be measured from the expanded right-of-way for these improvements. Future roads or road improvements that are shown on the Greater Hickory MPO Transportation Plan or City Small Area Plan shall be indicated on any subdivision plat, site plan, or zoning compliance permit applications. Buildings and structures shall be located outside the proposed right of way or pavement edge of such improvements where these locations are indicated on the Greater Hickory MPO Thoroughfares Plan or City Small Area Plan.

(c) ***Type of Construction***

Manufactured or mobile units shall be prohibited except as may be allowed for temporary office management or storage uses during the construction phase.

(d) ***Roof Pitch***

Roof pitches less than 3/12 and flat roofs will require a parapet wall. A pitched roof shall be profiled by eaves a minimum of 12-inches from the building face or with a gutter. Gas station canopies shall not have a consistently flat roof. The pitch of the canopy and exterior materials shall resemble the roof of the principal structure.

(e) ***Facade Treatment***

Architectural elements like windows and doors, bulkheads, masonry piers, transoms, cornice lines, window hoods, awnings, canopies, and other similar details shall be used on all facades facing public or private street rights-of-way. Building wall offsets, including projections, recesses, and changes in floor level shall be used in order to: add architectural interest and variety; relieve the visual effect of a single, long wall; and subdivide the wall into human size proportions. Similarly, roofline offsets should be provided to lend architectural interest and variety to the massing of a building and to relieve the effect of a single, long roof. In order to offer pedestrian interest along sidewalks and paths, the ground level of any building must include windows, entrances, architectural details and awnings. To encourage a pedestrian-friendly environment, buildings must have windows comprising not less than 30 percent of the wall area facing the public right-of-way. Building facades shall be separated at least every 400-feet by either a street or pedestrian amenity.

(f) ***Building Entrances***

- (1) The main customer entrance for a building shall face public or private streets.
- (2) All sides of a principal building that directly face an abutting public street shall include at least one customer entrance.
- (3) Customer entrances shall include at least three of the following. (i) canopies or porticos; (ii) roof overhangs; (iii) recesses/projections; (iv) arcades; (v) raised corniced parapets over the door; (vi) peaked roof forms; (vii) arches; (viii) outdoor patios; (ix) display windows; (x) architectural details such as tile work and moldings which are integrated into the building structure and design; or (xi) integral planters or wing walls that incorporate landscaped areas and/or places for sitting.
- (4) Service entrances for shipping and receiving shall not be visible from a public street.

(g) ***Street Walls***

The first floors of all buildings shall be designed to encourage and complement pedestrian-style interest and activity by limiting blank walls to no more than 20-feet in length. A "blank wall" is a facade that does not contain transparent windows or doors. Ventilation grates or emergency exit doors located at the first floor level in the building facade, which are oriented to any public street, shall be decorative.

(h) ***Site appearance***

The site design and overall appearance should achieve proportionality and connectivity with adjacent sites to the extent possible while recognizing that individual businesses and uses developed within the corridor are separate and have unique characteristics.

(i) ***Underground utilities***

All on-site utilities (electrical, telephone, etc.) shall be located underground unless technical restrictions exist for doing so.

(j) ***Paving materials***

Permitted paving materials for onsite improvements such as crosswalks, sidewalks, and similar pedestrian pathways including brick, concrete (aggregate exposed finish), cement pavers, brick pavers or materials that are similar in appearance and durability. Breaking pavement patterns is to establish pedestrian spaces, which can be more easily recognized by the motoring public thus increasing a high level of safety for both parties.

(k) ***Building Materials***

Building exterior materials shall be factory finished, stained, integrally colored, and otherwise suitable treated. Materials may include:

- (a) Split face or fluted concrete block or brick
- (b) factory glazed concrete masonry block or brick
- (c) face brick
- (d) stone veneer

- (e) insulated glazing and framing systems
- (f) architectural pre-cast concrete
- (g) painted or stained site-cast concrete
- (h) architectural concrete
- (i) factory finished, standing seam metal roofing

Same – Industrial Building design standards/site standards

(a) ***Street line Preservation***

Where a major and minor thoroughfare is planned to be built or widened and initial roadway design and right-of-way locations have been completed, all building setbacks shall be measured from the expanded right-of-way for these improvements. Future roads or road improvements that are shown on the Greater Hickory MPO Transportation Plan or City Small Area Plan shall be indicated on any subdivision plat, site plan, or zoning compliance permit applications. Buildings and structures shall be located outside the proposed right of way or pavement edge of such improvements where these locations are indicated on the Greater Hickory MPO Thoroughfares Plan or City Small Area Plan.

(b) ***Type of Construction***

Mobile or Manufactured units shall be prohibited; however they may be allowed for project management or storage uses during the construction phase.

(c) ***Building Materials***

Building exterior materials shall be factory finished, stained, integrally colored, otherwise suitable treated. Materials may include:

- (a) Split face or fluted concrete block or brick
- (b) factory glazed concrete masonry block or brick
- (c) face brick
- (d) stone veneer
- (e) insulated glazing and framing systems
- (f) architectural pre-cast concrete
- (g) painted or stained site-cast concrete
- (h) architectural concrete
- (i) factory finished, standing seam metal roofing
- (j) architectural metal siding

(d) ***Underground utilities***

All on-site utilities (electrical, telephone, etc.) shall be located underground unless technical restrictions exist for doing so.

(e) ***Metal Clad Buildings***

Architectural metal is only permitted to be used on building facades that do not generally face adjacent streets and only on buildings less than 15,000 square feet and 30 feet in height.

(f) ***Temporary Walls***

Temporary walls or “knock out” walls constructed of architectural metal siding or other similar material will be allowed provided that the building has approved plans indicating future expansion and that substantial preparation will be done indicating the intentions to expand. This preparation should include but not be limited to grading for the proposed expansion, properly sized utilities to allow for the proposed expanded size as well as other indicators that would indicate the intentions of expansion.

Same -- Residential use and design standards

- (a) Multi-family development is allowed to the extent that it is a portion of a mixed-use development or is otherwise permitted by the underlying zoning. Multi-family development can include town homes, rowhouses, or duplexes.
- (b) The multi-family development shall be connected by vehicular and pedestrian ways to the mixed use, commercial, office uses, and other multifamily residential projects
- (c) Front-loaded garages, where constructed, shall be at least 10-feet behind the primary plane of the front façade of the residential structure.
- (d) On-street parking for multi-family development is allowed and is encouraged to be located adjacent to public open spaces and parks. Streets that allow on-street parking shall be widened to accommodate parking on one or both sides as needed.
- (e) Sidewalks shall be provided on both sides of all new residential streets and along adjacent existing streets.

Same – Driveway connection/access management

Access and circulation.

Number of driveways permitted. A maximum of one (1) driveway opening shall be permitted to a particular nonresidential development site or to residential projects with the potential of fifty (50) units or more from each one of the abutting streets. Sites which either are occupied by a single-family dwelling or are proposed to be occupied by a single-family dwelling shall be exempt from this subsection.

When, in the opinion of the city or NCDOT engineer, it is in the interests of good traffic operation, the Planning Director may permit one (1) additional driveway entrance along a continuous site with frontage in excess of three hundred (300) feet or two (2) additional driveway entrances along a continuous site with frontage in excess of six hundred (600) feet. Where a dual-service driveway is used, it will be considered, for purposes of this section, to be only one (1) direct-access driveway. In the case of dual one-way driveways, one (1) pair may be used per two hundred fifty (250) feet of frontage. Only one (1) pair of one-way drives may be used per street frontage.

Driveway spacing. Sites which either are occupied by a single-family dwelling or are proposed to be occupied by a single-family dwelling shall be exempt from this subsection.

Highway Speed Limit (MPH)	Minimum Spacing (feet)
35	150
45	230
50+	275

These spacings are based on average vehicle acceleration and deceleration rates and are considered necessary to maintain safe traffic operation. Spacing will be measured from the midpoint of each driveway. In the event that a particular parcel or parcels lack sufficient arterial frontage to maintain adequate spacing, the landowner (s) have one (1) of two (2) options:

The developer of the project can seek a variance from the Board of Adjustment for minimum spacing, but in no case can the variance be greater than the next lowest classification on the table above. For example, on a thirty-five (35) mph arterial requiring one-hundred-fifty-foot spacing, the distance may not be reduced.

The adjacent landowners may agree to establish a common driveway. In such cases, the driveway midpoint should be the property line between the two (2) parcels. The driveway must meet standard specifications, and the estimated driveway volume will be the sum of the trip-generation rate of both land uses in question.

Coordination of access. Provisions for circulation between adjacent parcels shall be provided through coordinated or joint parking areas whenever and wherever practicable as approved by the city engineer and NCDOT. Driveway placement should be such that loading and unloading activities will in no way hinder vehicle ingress and egress. Sites which are occupied by a single-family dwelling or are proposed to be occupied by a single-family dwelling shall be exempt from this subsection.

Turn lanes and tapers. When required by the North Carolina Department of Transportation (NCDOT), left turn lanes and acceleration and deceleration lane tapers shall be provided for residential and nonresidential development. Required turn lanes and tapers shall be provided in accordance with NCDOT standards and approved by the NCDOT.

Same – Streetscape landscaping

All public interior streets and development fronting along public streets shall provide the following along all street frontages:

- (1) 6 foot minimum landscape strip between the curb and sidewalk.
- (2) 5-foot wide sidewalk on both sides of a street for new streets and single side along all access driveways within the development
- (3) a street yard a minimum of 10-foot behind the right-of-way (within the front setback).

- (4) Street trees shall be planted on the street side of the sidewalk, refer to the City's Manual of Specification for species types and spacing. Where utilities conflict alternatives to trees maybe substituted with permission of Planning Director or his designee. All trees planted within the right-of-way shall require approval by NCDOT or the City Engineer.

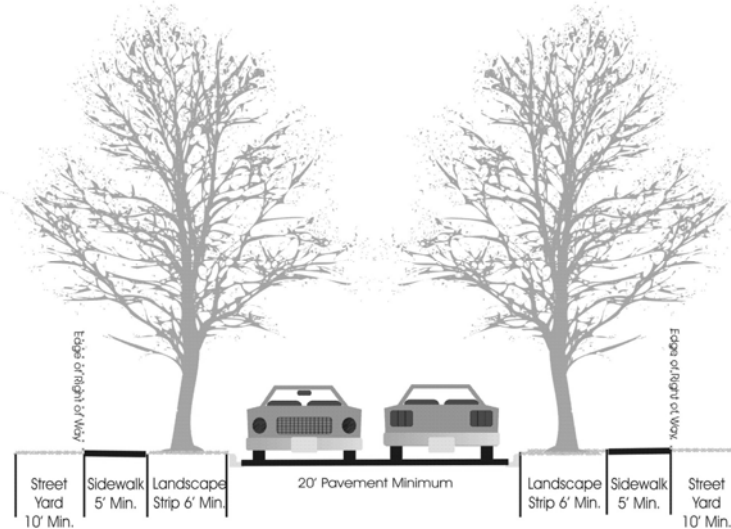


Figure 1: Streetscape landscaping

Same – Buffering and screening

The requirements found in Section 26-7.12 through 26-7.15, shall apply in the SPI-7 District.

Same – Landscaping of parking areas

The requirements found in Article IX (Off-Street Parking and Loading), shall apply to off-street parking requirements in the SPI-7 District. Additionally, the following requirements shall also apply to parking in the SPI-7 District:

Same – Screening of parking areas

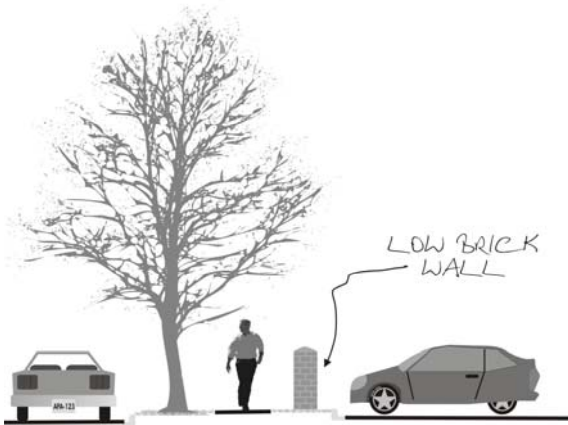


Figure 2: Examples of parking lot screening.

When parking is permitted in areas that abut a street, a continuous row of evergreen shrubs, a decorative masonry wall or combination berm/landscaping shall be installed to block the view of the parking lot from the traveling public.

Same –Parking

The requirements found in Article IX (Off-Street Parking and Loading), shall apply to off-street parking requirements in the SPI-7 District. Additionally, the following requirements shall also apply to parking in the SPI-7 District:

(a) ***Generally***

- (1) Parking is not encouraged in the area between the Street and a principal building or structure. If parking is proposed within this area, the parking area landscaping requirements noted in section 26-____ (Same- Screening of Parking Areas) shall be met. In the event that the site has multiple frontages then the building should be orient to the street with the highest volume of traffic.
- (2) On-street parking is permitted. The number of required off street parking spaces shall be reduced by the number of on street parking spaces permitted along the lot frontage of the proposed development.

(b) ***Off-Street Loading***

Off-street loading shall be screened from any abutting residential zoning district by a minimum 15-foot buffer as provided in Section 26-7.12 through 26-7.15. No space designated as required off-street parking space for the general public shall be used as off-street loading space or maneuvering room for vehicles being loaded or unloaded.

(c) ***Interior parking***

- (1) When a parking lot is located in front of a building, a pedestrian walkway shall connect a customer entrance to the public street.
- (2) Shared parking lots can be located in the interior sections of multiple-building developments provided screening, buffering, landscaping, pedestrian amenities and setbacks required by this Section are adhered to.
- (d) ***Connected parking areas***
Properties within the SPI-7 shall connect interior parking and driveways. Where adjacent property is vacant, sufficient provisions to connect to the properties shall be submitted.
- (e) ***Commercial vehicle parking***
Parking of commercial vehicles owned or operated by tenants of the development shall not be visible from streets. Commercial vans are exempt from this requirement.
- (f) ***Bicycle Parking***
A multi-building development should include an area for parking bicycles.

Same – Pedestrian design

- (a) ***Pedestrian design requirements***
For multi tenant/building/parcel projects, the site plan shall include provisions for pedestrian-scale amenities, which may include benches, picnic tables, pocket parks, courtyards, plazas, water attractions and trash receptacles. An area shall be reserved for pedestrian use and/or open space and shall be improved and maintained accordingly. Such areas may include covered malls for general pedestrian use, exterior walkways/crosswalks, outdoor seating areas and the like where the facilities are available for common use by employees and visitors. Required buffer areas and setback yards as well as improved deck and roof areas may be used to meet this requirement.
- (b) ***Heavy traffic generators***
Service stations, fast food restaurants and similar uses, if provided, shall be so located that operations do not block pedestrian or traffic flows in other parts of the development.
- (c) ***Location of loading zones and maintenance areas***
Loading zones where customers pick up goods shall be so located and arranged as to prevent interference with pedestrian movement within the development. Facilities and access routes for shopping center deliveries, servicing, and maintenance shall be so located and arranged as to prevent interference with pedestrian traffic in the center.
- (d) ***Pedestrian travel***
All buildings or building clusters within the development shall be connected with linkages other than roads (sidewalks, bikeways and walking paths). When feasible, as determined by the Planning Director or designee, linkages shall be provided between adjacent existing developments and/or shall continue to the site parcel line to provide access to adjacent future

developments. Pedestrian access may be provided at any suitable locations within the district, but shall, where practicable, be separated from vehicular access points in order to reduce congestion, marginal friction and hazards, except where signalization is used in such a manner as to control pedestrian and vehicular movements safely.

Same – Lighting

The following general provisions shall apply to lighting standards located in the SPI-7:

(a) *Generally*

- (1) Light fixtures (not attached to buildings) shall be affixed to a decorative pole, which may be of metal, fiberglass, or concrete. Wooden poles are not permitted.
- (2) All fixtures shall be either semi-cutoff or full-cutoff fixtures only.
- (3) The maximum height of the light source (light bulb), detached from a building, shall be 20-feet.
- (4) No fixture shall be located within 20-feet of a residentially zoned property.
- (5) Floodlights, spotlights or any other similar lighting shall not be used to illuminate buildings or other site features unless they are an integral architectural element that is designated on the development plan. On-site lighting may be used to accent architectural elements and shall not illuminate entire portions of building(s). Floodlights or other type of lighting attached to light poles that illuminate the site and/or building(s) are prohibited.

(b) *Outdoor illumination of building, landscaping and signs*

The following provisions apply to the outdoor illumination of buildings, landscaping and signs:

- (1) Exterior lighting should be integrated with the architectural character of the building. To avoid light spillage, only semi-cutoff, cutoff, or full cutoff fixtures shall be used.
- (2) The unshielded outdoor illumination of any building or landscaping is prohibited.
- (3) Lighting fixtures used to illuminate a sign either shall be by directed ground lighting sign or mounted on the top of the sign and shall be shielded from the sight of passing motorists.

(c) *Lighting for Gas Station/Convenience Store Aprons and Canopies*

In addition to the provisions of subsections (a) and (b), above, the following provisions shall apply:

- (1) The lighting fixture bulbs shall be recessed into a canopy ceiling so that the bottom of the fixture is flush with the ceiling so that light is restrained to no more than 85 degrees from vertical.
- (2) As an alternative to recessed ceiling lights, indirect lighting may be used where the light is directed upward and then reflected down from the underside of the canopy. In this case, light fixtures shall be shielded so that direct illumination is focused exclusively on the underside of the canopy.
- (3) Lights shall not be mounted on the top or sides of the canopy, and the sides of the canopy shall not be externally illuminated.
- (4) The lighting for new facilities (pump islands and under canopies) shall not exceed the average horizontal illumination of 10 foot-candles at grade level.
- (5) Wall Packs on buildings may be used in locations such as rear service doors and loading bays. They are not intended to draw attention to the building or provide general building or site lighting. Wall Packs on the exterior of the building shall be fully shielded (true cut-off type-bulb or light source not visible from off-site) to direct the light downward and be of low wattage (100 watts or lower).

(d) ***Prohibited Lighting and Fixtures***

The following are prohibited:

- (1) Drop lenses, vertical burn lamps, and similar lighting fixtures
- (2) Canopies and awnings used for building accents shall not be internally illuminated
- (1) Flashing, colored or obtrusive lighting
- (4) The use of laser source light or any similar high intensity light for outdoor advertising or entertainment
- (5) The operation of searchlights for advertising purposes
- (6) Black lights and neon lights (including argon and similar rare gas fixtures), except for signage

Same – Signs

The requirements found in Chapter 26, Article VIII shall apply in the SPI-7 District.

Same – Definitions

Arcade

A series of arches supported by columns, piers, or pillars. The term is also used to refer to a roofed passageway with shops on one or both sides.

Arch

A curved structure capable of spanning a space while supporting significant weight.

Awnings

An awning is an architectural projection that provides weather protection, identity or decoration and is wholly supported by the building to which it is attached. An awning is comprised of a lightweight,rigid skeleton structure over which a rigid covering is attached.

Cornice

Decoration on a building just below the roof.

Face brick

A type of brick used when consistency in appearance is required. A bath of face brick will be quite uniform in color, size, texture, and face structure.

Split block

A concrete masonry unit that has a rough, stone-like texture created by splitting a block during production.

Wing wall

An extension of a wall which projects out beyond the building itself.

Prohibited Uses in the Saint Pauls Small Area Plan Overlay District

	R-20	R-20A	R-11	R-9	R-7	R-7A	P-1	B-1	B-2	B-3	B-4	M-1	EM1
Adult care center												X	X
Amusement park	X	X	X	X	X	X	X	X	X	X	X	X	X
Asphalt product	X	X	X	X	X	X	X	X	X	X	X	X	X
Billiards/pool halls	X	X	X	X	X	X	X	X	X	X	X	X	X
Boarding & grooming of animals	X	X	X	X	X	X	X	X	X	X	X	X	X
Boarding & rooming houses	X	X	X	X	X	X	X	X	X	X	X	X	X
Boat works	X	X	X	X	X	X	X	X	X	X	X	X	X
Brick/tile/pottery yards	X	X	X	X	X	X	X	X	X	X	X	X	X
Cemetery, human									X				
Cemetery, pet									X				
Child care center												X	X
Church/synagogue												X	X
Concrete product processing	X	X	X	X	X	X	X	X	X	X	X	X	X
Correctional facilities	X	X	X	X	X	X	X	X	X	X	X	X	X
Fertilizers manufacturing	X	X	X	X	X	X	X	X	X	X	X	X	X
Fiberglass manufacturing	X	X	X	X	X	X	X	X	X	X	X	X	X
Flour & feed mills	X	X	X	X	X	X	X	X	X	X	X	X	X
Junkyards	X	X	X	X	X	X	X	X	X	X	X	X	X
Life care treatment facility							X	X	X	X	X	X	X
Livestock sale barns	X	X	X	X	X	X	X	X	X	X	X	X	X
Lounge	X	X	X	X	X	X	X	X	X	X	X	X	X
Meat packing plants	X	X	X	X	X	X	X	X	X	X	X	X	X
Night club	X	X	X	X	X	X	X	X	X	X	X	X	X
Oil/gasoline bulk storage	X	X	X	X	X	X	X	X	X	X	X	X	X
Race tracks	X	X	X	X	X	X	X	X	X	X	X	X	X
Refineries	X	X	X	X	X	X	X	X	X	X	X	X	X
Rubber products	X	X	X	X	X	X	X	X	X	X	X	X	X
Sawmills	X	X	X	X	X	X	X	X	X	X	X	X	X
Sexually oriented businesses	X	X	X	X	X	X	X	X	X	X	X	X	X
Slaughter house/abattoir	X	X	X	X	X	X	X	X	X	X	X	X	X
Tire recapping shops	X	X	X	X	X	X	X	X	X	X	X	X	X
Transportation and heavy manufacturing	X	X	X	X	X	X	X	X	X	X	X	X	X

X = Prohibited uses

Blanks indicated allowed uses only if allowed under existing zoning